

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-9. (Canceled).

10. (Previously Presented) An exhaust gas control apparatus for an internal combustion engine, comprising:

a catalyst which is provided in an exhaust passage of an internal combustion engine and which has an oxidizing ability;

a supercharger which includes a turbine that is provided in the exhaust passage at a position upstream of the catalyst and that is rotated by exhaust gas, and a compressor that is rotated in accordance with rotation of the turbine and that performs supercharging;

a turbine rotation controller that adjusts an amount of energy of the exhaust gas, which is used for rotating the turbine; and

an injection controller that performs after-injection for injecting fuel after main fuel injection in order to increase a temperature of the exhaust gas released from the internal combustion engine and flowing in the catalyst,

wherein when a work amount of the compressor is increased due to the after-injection performed by the injection controller, the turbine rotation controller decreases the amount of energy taken from the exhaust gas for rotating the turbine in order to decrease the increase in the work amount due to the after injection to zero.

11. (Previously Presented) The exhaust gas control apparatus according to claim 10, wherein the turbine rotation controller decreases the amount of energy of the exhaust gas, which is used for rotating the turbine, by increasing an opening amount of a variable nozzle provided in the supercharger and/or an opening amount of a wastegate valve.

12. (Previously Presented) The exhaust gas control apparatus according to claim 11, wherein the injection controller decides an amount of fuel injected by the after-injection based on a temperature at which the catalyst is activated, and

wherein the turbine rotation controller increases the opening amount of the variable nozzle provided in the supercharger and/or the opening amount of the wastegate valve as the amount of fuel injected by the after-injection increases.

13. (Previously Presented) The exhaust gas control apparatus according to claim 10, wherein at least one of intake air amount detector that detects an amount of intake air flowing through an intake passage of the internal combustion engine and intake air pressure detector that detects a pressure of the intake air is further provided in the intake passage of the internal combustion engine, and

wherein the turbine rotation controller decreases the amount of energy of the exhaust gas, which is used for rotating the turbine, when a value detected by the intake air amount detector or the intake air pressure detector after the after-injection is performed is higher than a value detected by the intake air amount detector or the intake air pressure detector before the after-injection is performed.

14. (Currently Amended) An exhaust gas control method for an internal combustion engine including a catalyst which is provided in an exhaust passage of an internal combustion engine and which has an oxidizing ability; a supercharger which includes a turbine that is provided in the exhaust passage at a position upstream of the catalyst and that is rotated by exhaust gas, and a compressor that is rotated in accordance with rotation of the turbine and that performs supercharging; a turbine rotation controller that adjusts an amount of energy of the exhaust gas, which is used for rotating the turbine; an injection controller that performs after-injection for injecting fuel after main fuel injection in order to increase a

temperature of the exhaust gas released from the internal combustion engine and flowing in the catalyst, the method comprising:

~~wherein decreasing an amount of energy taken from the exhaust gas for rotating the turbine~~ when a work amount of the compressor is increased due to the after-injection performed by the injection controller, ~~the turbine rotation controller decreases the amount of energy taken from the exhaust gas for rotating the turbine controller~~ in order to decrease the increase in the work ~~amount to due amount due~~ to the after injection to zero.

15. (Currently Amended) The exhaust gas control method according to claim 14, ~~wherein the turbine rotation controller decreases further comprising increasing at least one of an opening amount of a variable nozzle provided in the supercharger and an opening amount of a wastegate valve to decrease the amount of energy of the exhaust gas, which is used for rotating the turbine, by increasing an opening amount of a variable nozzle provided in the supercharger and/or an opening amount of a wastegate valve turbine.~~

16. (Currently Amended) The exhaust gas control method according to claim 15, ~~wherein the injection controller decides further comprising:~~

~~deciding~~ an amount of fuel injected by the after-injection based on a temperature at which the catalyst is activated, and ~~wherein the turbine rotation controller increases~~

~~increasing said at least one of the opening amount of the variable nozzle provided in the supercharger and/or and the opening amount of the wastegate valve as the amount of fuel injected by the after-injection increases.~~

17. (Currently Amended) The exhaust gas control method according to claim 14, ~~wherein at least one of an intake air amount detector that detects further comprising:~~

~~detecting at least one of an amount of intake air flowing through an intake passage of the internal combustion engine and an intake air pressure detector that detects~~

detecting a pressure of the intake air is ~~further provided~~ in the intake passage of the internal combustion engine, and

~~wherein the turbine rotation controller decreases~~ decreasing the amount of energy of the exhaust gas, which is used for rotating the turbine, when a value detected by the intake air amount detector or the intake air pressure detector after the after-injection is performed is higher than a value detected by the intake air amount detector or the intake air pressure detector before the after-injection is performed.

18. (Previously Presented) An exhaust gas control apparatus for an internal combustion engine, comprising:

a catalyst which is provided in an exhaust passage of an internal combustion engine and which has an oxidizing ability;

a supercharger which includes a turbine that is provided in the exhaust passage at a position upstream of the catalyst and that is rotated by exhaust gas, and a compressor that is rotated in accordance with rotation of the turbine and that performs supercharging;

turbine rotation energy amount adjusting means for adjusting an amount of energy of the exhaust gas, which is used for rotating the turbine; and

after-injection performing means for performing after-injection for injecting fuel after main fuel injection in order to increase a temperature of the exhaust gas released from the internal combustion engine and flowing in the catalyst, wherein when a work amount of the compressor is increased due to the after-injection performed by the after-injection performing means, the turbine rotation energy amount adjusting means decreases the amount of energy taken from the exhaust gas for rotating the turbine in order to decrease the increase in the work amount due to the after injection to zero.